

ULFSTEAD ROAD. COMMENTARY. Revised April 1974 for the
MARK III National Model Railway Exhibition.
Part I MORNING.

// At Ulfstead Road the Mid Sodor Railway reaches line summit after a climb of some 3½ miles.

The main Motive Power Depot is out of sight at Arlesdale, and through the lowest tunnel on your left.

The spur at Cas-ny-Hawin leads to a mine. The owners of this mine built a tramway down the valley to the port of Arlesburgh. The Railway Company bought this, and relaid it. They also built the incline to Ulfstead Road and Peel Godred. It was here that their troubles began. They cut three tunnels, and then, with a fourth in prospect they ran short of money. They economised by skimping clearances in the rock cutting. The Board of Trade Inspector passed this only on condition that all carriage doors were locked between Arlesdale and Ulfstead Road. (Natives take this as a matter of course; but visitors loudly complain at 'being imprisoned without trial'. The Company's servants pay no attention to these complaints. To them, Tourists are decent enough folk, but like all foreigners (particularly English and Manx), are probably not quite right in the head!)

All trains stop at Ulfstead Road. Up trains stop anyway for water, and to liberate their passengers; and Down trains do a routine brake-test while doors are being locked.

The model shows the railway in the early 1900's, working a quite liberal timetable with six locomotives of assorted types from TIM No.7 to THE DUKE No.1. There is no No.2. He was a Baldwin named Stanley who spent more time off the track than on. The Manager turned him into a pumping engine and sold him to the Cas-ny-Hawin mine. He is in a shed beside their spur.

The timetable is shown in sequence, and a day's work occupies two sections each lasting about 20 minutes.//

Pause about 3 seconds.

// The day's work *begins* at Ulfstead Road *begins at 6.06* when TIM who is Stanley's successor *something* arrives with a workmen's train. *Something something*. His coaches came *third or* second hand from the Ffestiniog, and are vulgarly known as 'bug boxes'. Having **t**ested brakes and received clearance from the Tunnel Inspector, Tim cautiously starts the descent.//

PAUSE TILL TIM AND TRAIN ARE IN *THE* TUNNEL. *III*

// During the week many miners live in bothies at their work; but some prefer to travel every day. *This Tim's* train, which reaches Cas-ny-Hawin at 6.21 was put on specifically for these.//

PAUSE TILL TIM HAS DISAPPEARED

INTO ARLESDALE TUNNEL. *I*

// Tim goes along the valley to mines and quarries, setting down workmen all the way to Marthwaite. That done, he potters to the port at Arlesburgh and back with trains of ore and empties; but first, at Arlesdale he crosses the Arlesburgh - Peel Godred 'All Stations' or 'Parliamentary' train, hauled by Albert.//

SHORT PAUSE *till Albert emerges from Tunnel I*

// Albert brings miners from the other direction, and reaches Cas-ny-Hawin at 6.28.//

PAUSE TILL ALBERT IS IN TUNNEL *III*

// Albert's coaches came from Brown Marshall's, and are of *similar design* to those *[on]* the neighbouring Skarloey Railway.//

PAUSE TILL ALBERT'S 'PARLY' REACHES ULFSTEAD

ROAD AND IS HELD

// Albert takes on passengers and water before setting out for Ballamoddey (Pronounced BALLAMOD**THEY**) and Peel Godred.//

PAUSE TILL ALBERT HAS BEEN 'CRANE SHUNTED'

AND HIS TRAIN STOWED

// The next train Up is a **G**oods. At first, while Mining Companies had their 'block trains', local goods and parcels could be carried in the van on Albert's 'Parly'; but traffic grew, and the company put on a daily "goods" each way which calls at all stations and is allowed some two hours and a half for the 21 miles. It is locally known as "The Horse and cart".

PAUSE TILL "HORSE & CART" IS IN TUNNEL.*III*

// Passengers may travel in the Guard's Van on payment of half third class fare; but as the timing of this train is elastic, the company do not guarantee its time of arrival at any station!//

PAUSE TILL "HORSE & CART" IS BEHIND BACKSCREEN (*Tunnel IV*)
AND ABOUT TO APPEAR AT ULFSTEAD ROAD.

//*Jam* Jim eventually reaches Ulfstead Road, and fills up with water while waiting *and waits* for The Duke to arrive with his Down train//

PAUSE TILL DUKE HAS ARRIVED.

// Duke's train departs at six minutes past eight.//

PAUSE TILL DUKE IS HELD IN TUNNEL.*III*

// Cas-ny-Hawin is an unstaffed Halt. If passengers want to be picked up, they must 'flag' the Driver. If they want to be set down they must **t**ell the Guard at the previous station. It is wisest to tell both **D**river and Guard. They sometimes quarrel, and passengers will have been carried beyond their destination as a result!//

PAUSE TILL DUKE HAS DISAPPEARED

IN ARLESDALE TUNNEL.*I*

// Meanwhile the staff at Ulfstead have been performing their duties. Because of the altitude, they have to relieve the pressure in the beer barrels by loosening the bungs; and, if some of the beer should overflow - well - it would be a great shame to waste it! Jim's crew render every assistance in solving the issue, of course. Captious publicans at Peel Godred sometimes complain that they received *of receiving* half empty barrels. We cannot credit this. The staff at Ulfstead Road are most conscientious. They never do things by halves.//

PAUSE WHILE JIM IS STOWED IN
UPPER FIDDLEYARD, AND THE MINE TRAIN
IS PREPARED.

// A gap of nearly an hour in the timetable leaves a path free for the Cas-ny-Hawin mine engine to take a load of ore down to the transfer sidings at Arlesdale. The Driver ~~something~~ ~~someone~~ has a key to the points at Cas-ny-Hawin. Then ~~He~~ resets and locks ~~them~~ for the main line once he has passed over. He does not bring the 'empties' back at once however, as the Mid Sodor were apt to make all sorts of a row if anyone delayed the next train.//

PAUSE TILL MINE ENGINE AND TRAIN
ARE UNLOADED AND IN LOWER FIDDLEYARD.

// The Mid Sodor were very proud indeed of their boat trains, run in connection with the Isle of Man Packet sailings from Arlesburgh to Douglas and Ramsey at 10.15am and 3.15pm respectively. The line had to be clear to allow these trains free passage. Stuart, No.4, and Falcon, No.3, did the 21 miles between Peel Godred and Arlesburgh in the very creditable time for narrow gauge, of one and a quarter hours.//

BRIEF PAUSE

// Stuart glides into Ulfstead with the Manxman, and after a short pause to test brakes, sets off at 8.56 //

PAUSE TILL HELD IN TUNNEL.*III*

// Stuart will reach Arlesburgh at 9.45 in nice time for the 10.15 sailing.//

PAUSE TILL STUART IS ROUNDING THE CAS-NY-HAWIN
CURVE

// The coaching stock and Observation Saloons for First Class passengers were built at Arlesdale Works specially for these trains.//

PAUSE WHILE THE BOAT TRAIN IS PARKED AND
RE-ENGINEED IN LOWER FIDDLEYARD.

// Once the Down boat train has passed, the mine engine emerges with a rake of empties.// *Wait till mine empties are thru Tunnel I* → The Driver carefully resets and locks the points once he has passed over.

The Up boat train is due shortly. The passengers would be most upset if they were diverted into the mine! //

PAUSE TILL MINE ENGINE STOWED IN LOWER FIDDLE
YARD AND TRAIN RE LOADED.

// The Up boat train, hauled by Falcon, ~~No. 3~~, brings passengers from the Isle of Man, and is known as "The Sudrian"//

BRIEF PAUSE. *Till Falcon is through Tunnel I*

// Falcon brings her through Arlesdale Tunnel and attacks the grade.//

PAUSE TILL BOAT TRAIN HELD IN TUNNEL. *III*

// Falcon is timed to pass Albert and his Down 'Parly' at Ulfstead. Albert is careful not to be late, and usually gets in with 4 or 5 minutes in hand.//

PAUSE TILL ALBERT IS IN ULFSTEAD, AND

Allow some time FALCON, RELEASED FROM TUNNEL *III* HAS DISAPPEARED BEHIND
here for Falcon BACK SCREEN. *(Tunnel IV)*

// Falcon steams in at 10.48, pauses briefly for water, and departs again for Peel Godred.//

PAUSE WHILE FALCON IS STORED IN
UPPER FIDDLEYARD.

// Albert now departs.//

PAUSE TILL HE IS HELD IN TUNNEL. *III*

// Albert will stop at all stations and wayside Halts, provided due notice is provided to his crew.//

PAUSE TILL HE HAS DISAPPEARED INTO ARLESDALE TUNNEL. *I*

// Albert meanders down the valley stopping at Arlesdale, Ffarquhar Road, and Marthwaite, before finally reaching Arlesburgh at five minutes past 12.//

PAUSE

// The Cas-ny-Hawin mine now despatches another load of ore.//

Pause till M. engine emerges → The driver carefully ~~observing~~ *observes* the precautions as *before* *something* *someone* to ensure the safety of traffic on the main line//

PAUSE TILL WAGONS STOWED AND UNLOADED.

// Once more he has to stop with his empties at Arlesdale; to avoid delaying the next train, which is hauled by The Duke.//

PAUSE TILL DUKE APPEARS, AND STOPS AT CAS-NY-HAWIN.

// This mid-day train is a 'Summer only' working, running from the first of May to the 30th Sept. The Company's bogie saloon coach is popular with visitors. The trains stops at all beauty spots and places of interest for the benefit of tourists and picnic parties.//

PAUSE TILL TRAIN IS HELD IN TUNNEL.III

// The Duke works this train back later in the afternoon. Returning his passengers at a leisurely pace in the something afternoon in good time for High Tea at the sacred hour (to Landladies) of half past five!//

BRIEF PAUSE TILL DUKE HAS EMERGED AND IS IN
THE ROCK CUTTING

// Duke's Driver and Fireman call these two trains "The Picnic".

PAUSE TILL DUKE HAS STOPPED IN STATION

//.....and with the departure of the picnic at 12.24 the first part of the timetable comes to an end.//.

II Afternoon

INTRODUCTION

// At Ulfstead Road, the Mid Sodor *Railway* has climbed sharply for some 3½ miles to reach line summit at 867 feet above sea level. At the foot of the incline and out of sight is Arlesdale, where the repair shops and motive power depot is situated.

A spur from Cas-ny-Hawin leads to a mine. The owners of this mine built the first horse drawn tramway down the valley to the port of Arlesburgh. The railway Company bought this, and relaid it. They also built the incline to Ulfstead Road and Peel Godred.

The Mid Sodor Railway, 2'3" in gauge, was opened in 1880. It closed to passengers in 1936, and to goods in 1947.

The model shows it in the early 1900's, working a quite liberal timetable with an interesting assortment of rolling stock.

The Directors could not agree on a standard livery for their locomotives, and compromised by painting them in various colours.

Thus Tim is black, and Albert, red; Jim is green while Falcon and Stuart the boat train engines, are blue and dark green respectively. The Duke is brown. He was the first engine on the line, and was built at Boston Lodge by the Festiniog Railway. He was named after the Duke of Sodor, the Chairman of the Company. His crew, however, call him other names as well. There is no No.2. Stanley, a Baldwin who held that number was demoted for rough riding, and now pumps water from the Cas-ny-Hawin mine. You can see him in the shed alongside their spur.

The timetable is shown in sequence, and a day's work occupies two sections each lasting *about* 20 minutes.

PAUSE OF ABOUT THREE SECONDS.

//The afternoon's work begins at 12.57 when the engine belonging to the Cas-ny-Hawin mine runs back from the transfer sidings at

Arlesdale pushing a rake of empties. The driver has a key to the points which he resets and locks for the main line, once

(missing text)

// Albert's train is the Up 'All Stations' or 'Parliamentary' train from Arlesburgh to Peel Godred//

PAUSE TILL ALBERT IS HELD IN
TUNNEL.

// Albert's coaches came from Brown Marshall, and are similar to those supplied to the Skarloey and Talyllyn Railways.//

PAUSE TILL ALBERT IS THROUGH THE
ROCK CUTTING AND BEHIND BACK SCREEN.

// Every effort is made by Albert and his crew to be punctual at Ulfstead. They are due to cross here with one of the Mid Sodor's 'crack' expresses. This is the afternoon "Manxman" which connects with the Isle of Man 'packet' at Arlesburgh.//

BRIEF PAUSE

// The "Manxman" hauled by Falcon, No.3, bustles in at 1.56 and after a pause for brake testing starts away. The train is *due at* in Arlesburgh at 2.45 in comfortable time for the 3.15 *steamer* for Ramsey.//

PAUSE TILL MANXMAN IS HELD IN TUNNEL.

// The Parly departs for Ballamoddey (Pronounced BALLAMODTHY) and Peel Godred. //

PAUSE WHILE PARLY IS STOWED, AND ALBERT
CRANE SHUNTED IN UPPER FIDDLEYARD.

// The Manxman emerges lower down the slope, whisks through Cas-ny-Hawin, and disappears into Arlesdale Tunnel//

PAUSE WHILE BOAT TRAIN IS SHUNTED AND
RE-ENGINEED FOR RETURN JOURNEY.

// A gap in the timetable leaves a path free for the mine engine to bring a *further* load of ore to Arlesdale. It creeps along the spur.....stops.....the Driver walks to the junction and unlocks the points.....then stops again *resetting* the points for the main line before driving his

train through the tunnel. This load will be picked up at Arlesdale by Jim and his next goods train "Horse & Cart".//

(missing text)

freight, this does not suit larger items. Mixed trains were tried at first, but the passengers complained so bitterly that the company put on a daily 'goods' each way, which takes anything and everything. It *stops to* shunt anywhere on the least provocation, and *was is* allowed $\pm 2\frac{1}{2}$ hours for the 21 miles. Hence the name "Horse and Cart" given *to* it by *travellers + traders* //

PAUSE.

// Jim waits till the Stationmaster has given his driver the staff for the next section, and when his Guard has pinned down the wagon brakes he starts gently down the incline.//

PAUSE TILL JIM IS HELD IN TUNNEL.

// Goods trains don't normally figure in passenger timetables, but this one *does*, as passengers may travel in the Guard's van. But the Company, wisely we think, do not guarantee the time of arrival at any station!//

PAUSE WHILE JIM STOPS AT CAS-NY-HAWIN, HAS

PASSED THROUGH ARLESDALE TUNNEL, AND IS STOWED.

// "The Horse and Cart" is liable to be held anywhere to keep a path free for passenger trains, and in particular, Expresses. Jim is held at Arlesdale for the Up Boat Train which brings passengers from the Isle of Man. Note the Observation *car Saloon* for First Class passengers//

PAUSE TILL TRAIN APPEARS OUT OF ARLESDALE

TUNNEL.

// Hauled by Stuart, No.4, who with Falcon is responsible for the smart running of these trains, the Boat expresses cover the 21 miles in the creditable time - for narrow gauge - of $1\frac{1}{4}$ hours//

PAUSE TILL TRAIN HELD IN TUNNEL.

// At Ulfstead Road **The Duke** appears, and waits for the Boat Train's arrival. This is a "Summer only" working, put on to cater for tourists and picnic parties.//

PAUSE WHILE BOAT TRAIN EMERGES FROM TUNNEL AND GETS
BEHIND BACK SCREEN.

// Stuart steams in at 3.48 - pauses briefly for water - and leaves for Peel Godred.//

PAUSE TILL BOAT TRAIN STOWED.

// Duke's train now departs.//

PAUSE TILL HELD IN TUNNEL

// Duke and his Driver call this train "The Picnic". It is a return working of a train which came up in the morning. Duke gets his passengers back to Arlesburgh soon after five, and thus in good time for the mysteriously sacred hour of five thirty for High Tea - the fetish of Manx and Sudrian landladies!//

PAUSE TILL DUKE HAS STOPPED AT C-N-H.,
AND DISAPPEARED INTO ARLESDALE TUNNEL.

// Jim with his "Horse and Cart" took the last load of ore down to the port. Once the "Picnic" has passed Arlesdale, the mine engine potters back with a rake of 'empties' for loading next day.//

PAUSE WHILE MINE ENGINE EMERGES - BUSINESS
WITH THE POINTS AT C-N-H. THEN RUNS ROUND
TO SIDING IN LOWER FIDDLEYARD. STOWED OUT OF THE
WAY.

// Presently the miners start walking along the Cas-ny-Hawin spur, and congregate on the platform. //

PAUSE

// Tim arrives with his 'bug boxes' to pick them up.//

PAUSE TILL TIM HAS STOPPED AT C-N-H.

// He begins toiling up the slope.//

PAUSE TILL TIM IS HELD IN TUNNEL.

// Tim will cross at Ulfstead with Albert and his Down Parly.//

PAUSE TILL TIM HAS REACHED THE WATER
TANK AT ULFSTEAD.

//While Tim is taking water, Albert sets off.//

PAUSE TILL ALBERT IS HELD IN TUNNEL.

// Now Tim is away.//

PAUSE TILL TIM IS STOWED IN UPPER
FIDDLEYARD.

// Albert's parly will stop at Cas-ny-Hawin to pick up home-
going miners//

PAUSE

// Then he disappears into Arlesdale tunnel, and after stopping
at Arlesdale, Ffarquhar Road, and Marthwaite, finally reaches
Arlesburgh at six minutes past seven.//

PAUSE FOR STOWAGE OF ALBERT

// Albert's is the last Down train of the day. There is,
however, an Up train hauled by The Duke, which passes Albert at
Marthwaite, and is due in at Peel Godred at 8.15.//

PAUSE WHILE DUKE STOPS AT C-N-H., and
THEN GOES ON TILL HELD IN TUNNEL.

// People staying in the Peel Godred area find this train useful
if they want a long day at the seaside. A refreshment coach is
attached at Arlesburgh; but this, naturally, is cut off at
Arlesdale to save weight on the climb to Ulfstead Road.//

PAUSE TILL THE DUKE HAS REACHED ULFSTEAD.

// With the departure of The Duke and his train, the Staff at
Ulfstead lock up for the night, and the second and final part of
the timetable programme comes to an end.//